

THE DAILY NEWS.

BIORDAN, DAWSON & CO.,

PROPRIETORS.

OFFICE No. 149 EAST BAY.

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 Daily News, six months, \$3.50
 Daily News, three months, \$2.00
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 Payment invariably in advance. No paper sent unless the cash accompanies the order, or for a longer time than paid for.
 This Daily News will be sent to subscribers in the city at 15 cents per week.
 ADVERTISEMENTS:—First insertion, 15 cents a line; subsequent insertions, 10 cents a line. Marriage and Funeral Notices, 20 cents a line. Marriage and Funeral Notices, One Dollar each.

NEWS SUMMARY.

Gold in New York closed, on Saturday, at 391.
 Cotton closed firm. Sales 2900 bales at 29 cents.
 In Liverpool cotton closed quiet and steady. Sales 10,000 bales at 11 1/4 for uplands.

The famous yacht Wanderer has been sold at Norfolk, Va., for \$3800.
 One hundred and sixty-four steamers have been destroyed on the Western rivers since September, 1897.

A horrendous disaster occurred in Hoboken Thursday night, fatally burning a lady and her son and seriously burning her husband.
 The marriage of Mrs. Belle Boyd, formerly of Martinsburg, West Virginia, to Mr. John S. Hammond, took place in New Orleans on the 17th of March.

The work of repairing Fort Pulaski has been begun. The contract for clearing the moat has been awarded to Mr. Thomas Glasgow, at the sum of \$60,000.

The latest about Bismarck is that he thinks that Napoleon and Francis Joseph desire peace, but that their wives, the Empress, want war with Prussia.

The Washington Star says: "Miss Pamela O'Connell, the President of the Mount Vernon Association, left Mount Vernon yesterday for a brief trip to South Carolina."

The citizens of Outhbort, Ga., have ordered their mail stopped at Ward's Station. They prefer to hire a boy to go after it daily, than to have it pass through the hands of the negro postmaster.

The Commercial Council, it is announced, will positively be formally organized at Rome on December 8th, and as a Consistory to be held in June the Pope will publish full instructions for the prelates attending the Council. The commission appointed to provide lodgings for Bishops who attend the council, has secured two hundred and fifty apartments.

The New England Woman's Suffrage Society is going to spread itself into a National Association, and has resolved accordingly. Mrs. Julia Ward Howe addressed the convention in session at Boston, on Thursday, and in the course of her remarks said that under the present condition of social and fashionable society, many women are merely sources of expense, consuming much and producing nothing. Suffrage is expected to reverse the proposition.

Tuesday last was a day of horrors in New York. On the water, the steamship Norfolk exploded, causing the death of two men. On land, ten thousand barrels of petroleum and several vessels, in all valued at \$500,000, were destroyed by fire; a firm of Wall-street brokers were reported to have been decimated with \$50,000 that didn't belong to them; Mr. Barrett Van Antwerp, president of a silver mining company, made a desperate but unsuccessful attempt to commit suicide by cutting his throat, and Charles H. Starr shot himself four times before taking his own life; two or three windmill cases; a couple of mysteries, and half a dozen minor sensations. This may be called a very lively showing for a dull season.

A Washington telegram to the New York Tribune says: "Some time ago the accounting officers of the Treasury Department notified General G. T. Beauregard, who was at the breaking out of the war, a major in the army and Superintendent in the West Point Military Academy, that he was charged on the books of the Treasury Department the amount of \$10,000 on account of the Quartermaster's Department, and requested him to pay the amount on the 30th inst. Beauregard replied from New Orleans, enclosing his account amounting to \$108,750 in transportation from West Point to New Orleans in January and February, 1861, in obedience to orders from the War Department, relieving him from duty as Superintendent of the Military Academy, and sending him back to New Orleans, his former post. Beauregard says he presented his account to the proper officer in New York, the Quartermaster being out of funds, but that it was not paid, and has not since been paid. He therefore requests the Department to deduct the amount of \$10,000 from \$108,750, and remit him the remainder as soon as convenient. He closes by saying his resignation from the military service of the United States was accepted February 20, 1861, and signs himself as President of the New Orleans, Jackson and Great Northern Railroad Company. The question was referred to the proper legal officer of the Department, who has to-day decided adversely to the claim for \$105,750, in accordance with the joint resolution of Congress, approved March 2, 1867, to prohibit the payment by any officer of the Government to any person not known to have been opposed to the rebellion, and in favor of its suppression."

The Cincinnati papers are full of particulars of the recent destruction of a gasometer in that city. It was swung upon iron columns forty feet high; it was composed of sheet iron, and was seventy-five feet in diameter. Nothing now remains of it save the mass of iron which it was composed, lying scattered in the immense basin of water over which it hung, and the huge iron columns to which it was suspended. It held at the time of the accident 375,000 cubic feet of gas, which had all in one second's time vanished like a flash of powder. So sudden was its consumption and dissipation into the atmosphere that no fire communicated to anything, and, strange to say, little or no damage was done to surrounding buildings save the jarring of walls and the cracking of a few panes of glass. It was fortunate that but one man met his death by the explosion. He was discovered far up on the iron framework which supported the immense reservoir, perfectly jaded with the exception of one foot; his face was blackened, his hair burned from his head, and his flesh crisped and scorched by the terrible heat. With great difficulty he was removed to his home, where he lived but six hours. The lungs of the unfortunate man were literally baked by the flame of the explosion. Shortly after the accident a panic arose in the vast crowd of spectators. The people feared

another explosion, and turned and fled, screaming in every direction. They climbed upon each other in their efforts to escape, and numbers were thrown to the ground and trampled upon. Hats were lost, and in some instances clothing was torn from the backs of those who were striving to quit the frightful scene. On Front-street, where the panic was the worst, several persons were knocked down and rendered insensible. Wild beasts never behaved with such ferocity as this surging, howling, frightened crowd. The loss will reach \$75,000.

CHARLESTON.

MONDAY MORNING, MAY 31, 1899.

The End of the Railroad War.

It is with great pleasure that we learn from the Augusta papers, of Saturday, that the differences between the South Carolina Railroad Company and the Columbia and Augusta Railroad Company have been brought to an end. These differences involved, as is known, a disagreement between the first named company and the City of Augusta, and we hail the satisfactory adjustment of a difficulty which threatened to become serious, as a sign that there is to be a lasting commercial peace between Georgia and South Carolina.

The terms of the treaty which has been concluded are, according to the Chronicle and Sentinel, substantially as follows:

"The Columbia and Augusta Railroad agree to pay to the South Carolina Railroad the sum of seventy-five thousand dollars in the bonds of the former corporation, to be taken by the latter at par value; and in consideration for this amount the South Carolina Railroad agree to allow the Columbia and Augusta Road to intersect the track of the former at the 'turn-table,' one mile on the other side of the Savannah river, and the use of the track across the bridge over the Savannah and along Washington street, to the Union Depot in this city, until the month of January, 1870, by which time the bridge of the Columbia Road, which it is thought, be finished—the time and manner in which the track is to be thus used to be determined, in case of a disagreement between the other parties, by the President of the Georgia Railroad.

"The City Council of Augusta agree to grant to these two Railroad Companies the free use of the Washington-street track in perpetuity. The track to be used by them on equal terms, and it, together with the street, to be arranged and kept in thorough repair at the expense of the two roads; and all other streets which they may have to use in connecting their tracks with a common depot to be kept in the same manner, under the direction of the streets and drainage committee. If any other road shall hereafter desire to use these streets connecting these roads with the common depot, for the purpose of entering the city, it shall be allowed to do so upon such terms as the Mayor of Augusta and the superintendents of the Georgia and the Macon and Augusta Railroad, constituting a board of referees, may determine.

"The two railroad companies agree to indemnify the city for all damages obtained from it in consequence of the running of their trains through the streets.

"The City Council agree to release the South Carolina Railroad from their previous contracts with the city relative to discriminations against Augusta in freights and passenger fares, except on the line between Charleston and this place, and also release them from the prohibition against their engines and cars running through the streets.

"The City Council and the Columbia and Augusta Railroad and the South Carolina Railroad promise to stop all litigation."

Such, substantially, are the terms of the agreement entered into on Friday by the two Railroad Companies and the City of Augusta. They will, we think, be satisfactory to all parties; for our railroads, in the present condition of the country cannot afford to waste their well deserved earnings in protracted litigation. We think that every railroad which traverses the State increases the value of the land, makes produce more saleable, and, by bringing them more closely in contact with the centers of trade, advances the interest and increases the prosperity of our people. In this wise the Columbia and Augusta Railroad will be a benefit to South Carolina, and we believe that its managers will find it to their advantage, as it should certainly be their desire, to work for their own State, rather than for the States on our borders. Railroad charity begins at home. A South Carolina railroad should find its greatest good in the greatest good of South Carolina.

The City of Augusta, throughout the little difficulty, which has now been adjusted, has doubtless been actuated by the most proper motives. Augusta has desired to protect herself, and, if we at the other end of the line may have been disposed to think that she was somewhat harsh in her proceedings, we cannot now find further fault, and only wish her the same measure of prosperity that we devoutly covet for ourselves.

Of the South Carolina Railroad Company, it becomes us to say a word. Beginning at a time when railroads in the United States were in their earliest infancy, it struggled on until it reached a ripe maturity of usefulness. The fortunes of this company have been those of the State. As South Carolina flourished so did it flourish. When our star paled this our first railroad seemed whelmed in hopeless ruin. But as order evolved from chaos, and the machinery of our commercial life was again set in motion, the South Carolina Railroad Company began anew its career, and for more than three years has been the main artery of our commercial and agricultural life. This, as we know, was not a spontaneous fruit of the condition of the times. It was the result of the great sagacity, the practical ability and the broad policy which have characterized the management of the road during the last few years. This it is which has enabled Charleston to send her cars to Mobile, to the Crescent City, to the hills of Vicksburg, and to the broad waters of the Ohio. This it is which has given Charleston a direct communication by steam with the cotton marts of England. And this will, we believe, cause substantial form to be given to that mighty idea, which has for its object to make this State the highway for the trade of the great West, and to make Charleston the exporting and importing city, not only for the Western States, but for the vast Eastern Empire. This whole conception has been worked out by the President of the South Carolina Railroad Company with a singleness of aim and an unselfishness of purpose that cannot

be too highly praised, and which have entitled him frequently, in the past, to the approval and commendation of the stockholders of his company. President Magrath has been the life of the South Carolina Railroad Company, and is now the head and front of its usefulness. Never forgetting the interests of his company; never disregarding the interests of his State, he has worked steadily and manfully to make his company as profitable to its owners as it is undoubtedly advantageous to our people. Litigation is always distasteful to the practical railroad man. But it has so happened that President Magrath has been forced into the courts to vindicate and protect the rights which he represents. This suit is now, we believe, at an end; and knowing as we do the manner in which it was begun, and in which it was carried on, we are justified in saying, that the settlement accepted by President Magrath is, for his shareholders and the public, the best that it was possible to have made.

So the war is over. And now there should be no antagonism of railroad interests, or railroad management. One more obstacle to the progress and prosperity of our State has been swept away, and Augusta and Charleston again join hands.

We learn that a meeting of the Stockholders of the Columbia and Augusta Railroad Company and the Charlotte and South Carolina Railroad will soon be held in Columbia, to determine the terms of the consolidation of the two companies. The commissioners of the two roads propose that the stock of the Columbia and Augusta Railroad be valued at \$22 per share; that of the Charlotte and South Carolina Railroad at par, and that four and one-half shares of the former be received for one share of the latter. This agreement will be ratified or rejected at the meeting to be held by the stockholders in July.

One interesting phase of American life abroad is portrayed with a good deal of shading in a letter printed in the New York Evening Post from a German lady whose works have been translated and widely read in this country. She gives the results of her observation in Dresden, whither a goodly number of American mothers have since the war taken their daughters to be educated. To the astonishment of German wives and mothers, who cannot understand how domestic ties can be so lightly broken, these American ladies leave their husbands behind. "America," she writes, "has been called among us the Paradise of women; but our German women no longer envy them this paradise, in which Adam could do without Eve. In consequence, 'these roaming ladies, who prefer pleasure to duty, are looked upon with a sort of contempt 'that has fallen as a shadow on a great nation.'"

The quality of the education given to American children also excites the astonishment of these practical and painstaking German mothers. The children are impressed with the belief that in Germany culture comes by inspiration, and that whatever requires effort and self-discipline is not worthy of them. Costly dresses, extravagant entertainments, and opportunities for flirting are provided to keep them in good humor. The mothers have reception days and state festivities. They have balls, parties and masquerades. They go to work and make themselves conspicuous, when spring comes—as the next pattern for the water brook—they fly to the watering places, to Italy, Switzerland, anywhere for change. Of course, under these influences, American children are the despair of German teachers, and the mothers themselves lose the opportunity of helping them by alighting the overtures of cultivated German society.

One more bitter plum from this letter is that in which the writer accounts in brief for the alleged unpopularity of Americans abroad. They do not feel like reciprocating kindness. They say as Frederick the Great said of Voltaire, "I squeeze the orange and then throw away the rind." But Voltaire never forgave having been squeezed, notwithstanding a king had done him the honor, and "the Germans do 'not like to be squeezed, though Americans 'do them the honor.'"

Justices.

CRAFTSMEN'S LIFE ASSURANCE COMPANY,
 OF NEW YORK.
 Office: Park Bank Building, Nos. 214 and 216 Broadway.

COE ADAMS, President.
WILLIAM T. PHIPPS, Vice-President.
HENRY BALDEN, Secretary.
J. S. BUIST, M.D., Medical Examiner.
SUB-AGENTS wanted throughout the State. Apply by letter to J. T. HUMPHREYS, General Agent, December 7.

YOU OUGHT TO INSURE IN THE CHARLESTON BRANCH LIFE ASSOCIATION OF AMERICA.

FOR THE FOLLOWING REASONS:
 1st. Because it is a home institution managed and controlled by your own citizens.
 2d. Because it is the only moneyed institution of the kind that loans its funds in the States from which they are derived.
 3d. Because it is purely mutual; all policy holders share in its profits or earnings. Its large and increasing assets belong exclusively to the policy holders.
 4th. Because its rates are lower than those of most other companies. All dividends will be higher.
 5th. Because it invests its funds at rates of interest averaging ten per cent., while Eastern companies' rates average less than seven per cent. This makes the dividends of the Association of America the rate of premium smaller. One hundred dollars invested at six per cent. for fifty years will amount to \$1,842.91. The same amount invested at seven per cent. will produce \$1,739.02. In addition, in favor of the ten per cent. investment, \$29,97.08.

6th. Because you ought to favor a successful institution, and the Life Association of America is so well known by its enemies as well as its friends to be by far the most successful life insurance institution of its age in the United States.
NET ASSETS OF THIS DEPARTMENT INVESTED IN THIS COMMUNITY.
 \$100,000 deposited in the Insurance Department of the State of Missouri (according to law, for the protection of policy holders).

Officers.
H. G. LOOPER, Pres't (Cashier People's Nat. Bank).
D. H. GILLES, Vice-President (W. G. Wadley & Co.).
E. E. JENKINS, M.D., Medical Examiner.
Directors.
JOHN B. STEELE (of North, Steele & Wardell).
O. IRVINE WALKER (Walker, Evans & Cogswell).
G. W. ALLEN, Druggist.
W. F. FRAZER, Gen. Superintendent S. C. Railroad.
C. P. FANKLIN, Druggist.
JAS. E. SPEAR, Jeweler.
D. H. SLOCUM, Wholesale and Retail Furniture.
N. P. CARTER, Secretary and Agent.
 March 20 1yr No. 40 Broad-street.

SHAMPOOING AND HAIR-CUTTING.
LADIES AND CHILDREN attended at their residences promptly and at reason able rates.
 Send orders to W. E. MARSHALL, Barber, No. 37 Broad-street (up stairs).

Wants.

WANTED, A GIRL OR WOMAN to make herself generally useful in a small family. Inquire at No. 11 GEORGE-STREET. May 31.

WANTED, WHITE WOMAN to attend to children and do housework. Apply at No. 21 HASSEL-STREET. May 31.

WANTED TO RENT, BY A GENTLEMAN and his wife, one or two rooms, with use of kitchen, and place for horse and buggy; to be near the city, and in a quiet neighborhood. Apply at No. 148 Broad-street. May 31.

WANTED, A GOOD COOK AND WASHER, for a small family. Wages punctually paid and good accommodations. References required. Apply at No. 48 SOCIETY-STREET. May 31.

COOK WANTED.—WANTED, A NO ONE COOK in character and capacity, without encumbrances. Apply at THIS OFFICE. May 31.

WANTED, A FIRST-RATE BREAD and CAKE BAKER; no other need apply; recommendations required for such a one. Liberal and punctual wages will be paid. Apply at the BUTLER-STREET BAKERY. May 31.

ROOM WANTED.—A WELL FURNISHED, comfortable ROOM, for one person, near a spring. Daily Postoffice BOX No. 514, with price and number of house. May 31.

WANTED, BOARD FOR A GENTLEMAN and WIFE, of moderate means, to board in a small family. Address T. W. S. Key Box 11. May 29.

TRANSPORTATION WANTED. Captains of small vessels can find employment by applying at the foot of Bees-street. May 26.

WANTED, A SITUATION AS ENGINEER, SAWYER or to run a PLANING MACHINE, by an experienced man. Address "ENGINEER," through Postoffice. May 26.

WANTED, BY A MARRIED MAN, a situation in some Cotton Mill south of Savannah, or in any branch of business, working in the city, but should be able to weave as a choice. Parties wishing to engage such a person will please address a note, stating terms, to BREWSTER & CO., No. 148 Broad-street, Boston. May 24.

WANTED, EVERYBODY TO KNOW that JOB PRINTING of all kinds, plain and ornamental, is executed promptly in the neatest style and at the lowest New York prices, at THE NEW JOB OFFICE, No. 142 EAST BAY. Call and examine the scale of prices before giving your orders elsewhere. May 21.

A YOUNG LADY DESIRES A SITUATION as Nursery Governess. No objection to leaving the city or State. For particulars, refer to the advertisement in the Charleston Daily News, and required. Address A. R. Key Box No. 33, Charleston Postoffice. May 15.

WANTED, SUBSCRIBERS FOR ALL THE LEADING MAGAZINES AND NEWSPAPERS, at published rates. CHARLES C. RIGTER, No. 161 KING-STREET. April 21.

WANTED, AGENTS—TO SELL THE AMERICAN KNITTING MACHINE. Price \$22. The simplest, cheapest and best Knitting Machine ever invented. Will knit 20,000 stitches per minute. Liberal inducements to Agents. Address AMERICAN KNITTING MACHINE COMPANY, Boston, Mass., or St. Louis, Mo. May 4.

WANTED, FIRST-CLASS TRAVELING SALESMEN in every State. Good wages or a liberal per cent. and steady employment. With easy terms. Address C. F. HOWES, 122 Arch-street, Philadelphia, Pa. 3moos April 13.

WANTED, EVERYBODY TO SUBSCRIBE TO THE CIRCULATING LIBRARY. CHARLES C. RIGTER'S Select Library of New Books contains all of the latest and best literature. April 21.

WANTED, AGENTS FOR THE AMERICAN FARMER'S HORSE BOOK. In both English and German, by Robert Stewart, V. S., of Miss. The work covers the whole range of horse and mule, both in sickness and health. It has won its way to popular favor, and is to-day the most popular and best-selling horse book. Address C. F. VEN R, Publisher, Cincinnati, O. 6mo March 19.

WANTED, AGENTS—\$75 TO \$300 PER MONTH. everywhere, male and female, to introduce the GENUINE IMPROVED COMMON SENSE FAMILY STYING MACHINE. The machine will stitch, hem, fold, quilt, cut, blind, braid and embroider in a most superior manner, and will fully satisfy the customer. Will pay \$1000 for any machine that will sew a stronger, more beautiful, or more elastic seam than ours. It makes the "elastic lock" stitch. Every stitch can be cut, and the cloth cannot be pulled apart without tearing it. We pay agents from \$75 to \$300 per month and expenses, or a commission from what they sell. Agents can be made. Address: REMOND & CO., 177 N. 3rd St., St. Louis, Mo. May 4.

Co Rent.

A ELEGANT HOUSE AND LOT TO RENT in SUMMERVILLE—TO RENT, a comfortable and desirable house, with good rooms, besides pantry and dressing room, with good outbuildings, carriage house and stable, situated upon a large dry lot of five acres, in Summerville, S. C. The water is excellent. Terms moderate. For particulars apply immediately. BREWSTER, SPATT & BURKE, Attorneys at Law, No. 38 Broad-st. May 31.

TO RENT, THAT DELIGHTFULLY cool and healthy RESIDENCE, No. 2 Logan-street. Dwelling contains six square and two garret rooms. Parlor, kitchen and range, servants' quarters, bath, and all modern conveniences, on premises. Terms moderate. Apply to J. FRASER MATTHEWS, No. 56 Broad-street. May 26.

TO RENT, A SMALL HOUSE IN QUEN-TER STREET, near the city, with four square rooms, two dressing rooms and pantry. Apply to D. LOPEZ & SONS. May 25.

TORRENT, A COMFORTABLE HOUSE, at the northeast corner of Board and Coming streets. Apply to J. D. KENNEDY, No. 114 Charleston-st. May 17.

REAL ESTATE AGENTS AND OTHERS having houses to rent, can have their Placards, &c., printed at the lowest rates, and in the newest and neatest styles of type, at THE NEWS JOB OFFICE, No. 149 East Bay. May 31.

For Sale.

FOR SALE, ONE-HALF INTEREST IN one of Page's first-class CIRCULAR SAW MILLS, with Buildings, Lot, &c., located on the banks of the Savannah River, near the town of Summerville, S. C., now in operation, and plentifully supplied with timber. May 6.

A COMFORTABLE DWELLING AND LOT in the thriving town of Florence. The lot measures 75 feet front on First-street by 300 feet on the line of Charleston-street; being centrally located, it is one of the most desirable residences in the said town. For further particulars, address Mrs. H. L. SOWERS, Florence Hotel, Florence, S. C. May 10.

FOR SALE, THE UNDESIGNED DO-CK, for a large and profitable business, in the AVENUE-BANKER, to a cash purchaser. The office is well supplied with printing material; has ample facilities for Job Printing, as well as the publication of a weekly newspaper. The paper has a large list of subscribers, and only an advertising patronage second to no other paper in the State. Terms made known and further particulars on application. April 26.

FOR SALE, A NEW BATTERY, TWENTY-five feet in length, 3 feet 4 inches across the top, and 2 feet 6 inches across the bottom. Apply to J. S. BALDEN, STREET, near Montague. May 6.

ACTIONEERS, BROKERS, AND others wishing "For Sale" Accounts, Business Cards, or other Job Printing executed with neatness and dispatch, will consult their interest by leaving their orders at THE NEWS JOB OFFICE, No. 149 East Bay. May 31.

STEAM ENGINES FOR SALE CHEAP. If applied for immediately—
 (1) One 12-horse Portable Engine.
 (2) One 4-horse Portable Engine.
 (3) One 8-horse power ENGINE, in good condition. CAMERON, BARLEY & CO., Northeast corner Meeting and Cumberland-streets. January 18.

FOR SALE, OLD NEWSPAPERS in any quantity. Price 75 cents per hundred. The cheapest wrapping paper that can be used. Apply at the office of THE NEWS. March 1.

CHARLESTON AGRICULTURAL WAREHOUSE AND SEED STORE.
AGRICULTURAL IMPLEMENTS, GARDEN SEEDS, &c.
ELLENBERG'S TRANSPLANTER FOR SALE.
 GEO. E. PINOREE, No. 140 Meeting-street, Charleston. 6mo March 24.

FOR SALE, A SMALL BLACK CROSS EATING LING. The finder will be rewarded by leaving the same at THIS OFFICE. May 27.

STOLEN, FROM MRS. LEVICK MOORE, in Colleton County, two miles from Walterboro, on the right of the 18th April last, last only one Mare and black and rather low for her length, but well built; her body long; both fore and hind feet are white, and branded on the outside of the hind foot with the letter "W." A white man was riding her. Mrs. Moore could not find the mare, and she was taken away. Any information relative to the Mare will be thankfully received. Direct to Mrs. L. MOORE, Walterboro, Colleton County, S. C. May 21.

Meetings.

CHARLESTON CHAMBER OF COMMERCE.
A REGULAR MEETING OF THE CHAMBER will be held on TUESDAY (May 30th) at 8 o'clock P. M. at the Chamber Hall, at 11 1/2 o'clock P. M. By order. Secretary and Treasurer. May 31.

LADIES' MUTUAL ASSOCIATION.
AN ANNUAL MEETING OF THIS ASSOCIATION will be held on TUESDAY, June 1st, at half-past five o'clock P. M., at the Depository, Charleston-street. The members of the Association and all interested in the cause are respectfully invited to attend. May 31.

NOTICES IN BANKRUPTCY.
IN THE DISTRICT COURT OF THE UNITED STATES, FOR THE DISTRICT OF SOUTH CAROLINA. MAY TERM, 1899. IN THE MATTER OF JOHN MAYER, OF POMARIA, NEWBERY, BANKRUPT—PETITION FOR FULL AND FINAL DISCHARGE IN BANKRUPTCY.—Ordered, That a hearing be had on the second day of JULY, 1899, at Federal Court-house in Charleston, S. C.; and that all creditors, &c., of said Bankrupt appear at said time and place, and show cause, if any they can, why the prayer of the petitioner should not be granted; and that the second and third meetings of creditors of said Bankrupt be held at the office of C. G. JARVIS, Esq., Registrar of Third Congressional District, S. C., on TWENTY-NINTH DAY of June, 1899, at 12 M. By order of the Court, the 29th day of May, 1899. DANIEL HOLLIBROOK, Clerk of the District Court of the U. S. for S. C. May 31.

LOST, A SMALL BLACK CROSS EATING LING. The finder will be rewarded by leaving the same at THIS OFFICE. May 27.

STOLEN, FROM MRS. LEVICK MOORE, in Colleton County, two miles from Walterboro, on the right of the 18th April last, last only one Mare and black and rather low for her length, but well built; her body long; both fore and hind feet are white, and branded on the outside of the hind foot with the letter "W." A white man was riding her. Mrs. Moore could not find the mare, and she was taken away. Any information relative to the Mare will be thankfully received. Direct to Mrs. L. MOORE, Walterboro, Colleton County, S. C. May 21.

Boarding.
DAY BOARDING.—GENTLEMEN CAN be accommodated on reasonable terms at 41 WESTWORTH-STREET, next to Meeting, south side. May 27.

Removal.
H. PETERS, COMMISSION AGENT, has removed to the new building, No. 42 Market-street, north side, between Meeting and Church streets. May 19.

Summer Resorts.
THE HOT SPRINGS, BATH COUNTY, VIRGINIA.
 S. C. TARDY, & CO., PROPRIETORS.
 PROFESSOR J. L. CARROLL, M.D., OF THE UNIVERSITY OF VIRGINIA, RESIDENT PHYSICIAN.
 WILL BE OPEN FOR THE RECEPTION OF VISITORS, June 1st, under the management of J. A. Mc LUGG. All the buildings having been repaired, painted and fitted out with new Furniture, Linen, Beds and tableware, these SPRINGS are now open for the reception of visitors. No expense or effort has been spared by the Proprietors to make it as comfortable and pleasant as possible. The HOT WATERS have been well known for more than half a century to possess, in a wonderful degree, tonic, alterative, diuretic and cathartic properties, and have become justly celebrated for the cure of Rheumatism, Gout, Diseases of the Liver, Skin, Bladder and Womb, Pains, the result of injury or serious disease, Consumption of the Lungs, Joint, Diarrhoea, and Dyspepsia, accompanied with poor Mouth and Tongue. Descriptive Pamphlet, furnished by the Manager at the Springs, or by S. C. TARDY & CO., Richmond, Va. A telegraph office will be established at the Springs, thus affording visitors an opportunity of prompt communication with every part of the country. 1mo May 22.

WHITE SULPHUR SPRINGS.
GREENBRIER COUNTY, WEST VIRGINIA.
 THESE CELEBRATED SPRINGS, SO FAVORABLY known for their valuable ALTERNATIVE WATERS, charming summer climate, and as one of the most fashionable resorts in the country, will be open for company and with the extensive improvements that have been made, will be prepared for the comfortable accommodation of from FIFTEEN HUNDRED TO TWO THOUSAND PERSONS.
 THE WHITE SULPHUR is now the western terminus of the Chesapeake and Ohio Railroad, and the cars of that road in connection with telegraphic facilities will be running to the Springs by July 1st. No pains or expense have or will be spared to secure the comfortable accommodation, in all the varieties of accommodation, of the large number of visitors that will resort to the Springs the present season.
 One of the best LAWS AND BALLROOM BANDS will be in attendance; an extensive LIVERY has been provided; and suitable arrangements made to facilitate every innocent and recreative amusement appropriate to a FASHIONABLE WATERING PLACE.
 A number of Fancy and Masquerade Balls will be given during the season. Charges will be \$25 per week, and \$50 per month. Children under ten years of age and colored servants, half price. White servants, according to accommodations.
PEYTONS & CO., PROPRIETORS.
 White Sulphur Springs, West Virginia. 1mo May 21.

Drugs, Chemicals, Etc.
TO REMOVE GREASE SPOTS. USE THE DOUBLE DISTILLED BENZINE, prepared by DR. H. BAER, No. 131 MEETING-STREET. May 25.

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